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INTELLIGENCE

CONFIDENTIAL

CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

25X1C

COUNTRY Yugoslavia

DATE:

INFO.

1 October

SUBJ: Tesno and Zemun Airfields

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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SUPPLEMENT

Attachment: Sketch

Next Review Date: 2008

1. Tesno AirfieldLocation:

The field is approximately 3,000 meters south of Maribor situated between the National Highway and the main railroad line from Maribor to Celje.

Airfield:

The field was severely bombed during the war but has been repaired. Its surface is of mixed gravel and sand with partial overgrowth. There are no concrete runways. The field measures about 800 x 500 meters, with the long axis laid out on an azimuth of approximately 130°, which is the most favorable wind direction. There is no illumination system. German-installed sirens are still in use.

DF Station:

A mobile, former GAF emergency aircraft located is stationed in the town of Maribor.

Bunker:

Of concrete construction and 15 square meters in size, the ammunition bunker is situated southwest of the field. The entrance is on the northwest side.

Hangers:

There are two hangers. All repair work is done at a nearby aircraft parts factory, which has been converted into a motor transport repair shop.

AAA:

Five heavy anti-aircraft guns (two of Soviet and three of German origin) are installed along the southern side of an artillery barracks, situated northwest of the field. Anti-aircraft positions and emplacements also have been established north and northeast of Maribor and southwest of the field (see sketch). To date none has been manned.

Aircraft:

As of 15 January 1947 two German-built Fieseler-Storch and four school gliders were stationed on the field.

2. Zemun AirfieldLocation:

Three kilometers west of Belgrade and one kilometer south of Zemun.

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SECRET

NO CHANGE in Class.

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Airfield:

During the war the field was enlarged on its southeastern side close to the Sava river. Has a concrete runway 1,200 meters long and 60 meters wide running in a north - south direction. The field has no anti-aircraft units but is included in the anti-aircraft defense system of Belgrade. No radar facilities exist.

DF Station:

Situated on field and belongs to the Zagreb-Ljubljana-Podgorica (Titograd)-Tirana-Skoplje net, with which the Maribor emergency aircraft locator is coordinated.

Hangars:

All hangars were destroyed by the Germans, but two are being rebuilt.

Workshop:

Situated on the field, the shop employs 200 workers. Major repairs are made, however, at a nearby aircraft factory formerly known by the names Ikarus and Zmaj. Before the war the factory employed 1,500 workers; later under German occupation this was increased to 2,500. The building is now under repair, while pre-war employment rate continues.

Personnel:

Airport Commandant: Major Gavrilovic, an ardent Communist and Party member.

Unit Attached: 1st Air Transport Regt

CO: Major Simic
Strength: 25 pilots and
500 EM, crew,
ground personnel.

Equipment: 2 Douglas trans-
ports
4 TU-57
2 TU-97
15 Soviet LI-2

Air Transport Co:

Installations of a Russian-Yugoslav air transport company (name unknown) are to be set up at the field in the future. To date, no aircraft have been allocated by the Soviets to this company.

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